ADOPTION OF DIESEL ENGINES PROPOSED

Port Dredge Tenders Slated for Power Alterations.

EFFICIENCY IS OBJECT

been taken up. Investigations under at Astoria. equipment required templates its installation in one or more new tenders, as well as in retender Wenonah.

chanic, left last night for Seattle, where today they will make a run aboard a vessel fully powered. The test is to continue for several hours that they may be afforded oppor-tunity to look over all features of

New Tenders Contemplated.

steam vessels at presen classed as dredge tenders include the tugs Wenonah and John McCraken and the sternwheeler Pronto. The launches Astoria and Marie have much to do with dredge operations nd are gasoline driven.

The probabilities are that one or two of the tenders will be offered or sale on the working out of the Diesel engine programme, it being held that the construction of new hulls and modern equipment in keepwith the Diesel installation, as well as changing needs of the service, is warranted when compared with the rehabilitation of such a vessel as the McCraken, while the Pronto would not be considered for new plant,

The Port of Portland commission authorized plans and specifications prepared for a new towboat a few vessel that could be utilized for elping to shift dredges, tow fuel barges and doing such work, at times aiding the big sternwheeler Portland in moving and towing ves-

Of late more serious consideration has been accorded the Diesel engine as offering advantages from a fuel standpoint, both as to requiring a smaller supply at a much lower unit cost and in space occupied aboard and the size of crews.

HULL TO AID IN SALVAGING

accompleted wooden steamship hulls in the North Portland harbor fleet remaining from the shipping board's war drive, was moved into the humber vesterday to be prepared of the he horby resterday to be prepared of search undertaken by M. Barde & Sons for the Portland barbor of the British steamer Weigh Frince from like Columbia river, off Al. Sons for the Frence from like Columbia river, off Al. Sons for the removal of the week and complete her cargo at the steamer from the contract undertaken by M. Barde & Sons for the removal of the week and complete her cargo at the first portion of her tendence and strictly modern manufacturing plant being stablished fuere. Huge job Faces Tuaistin.

The Tuaistin has completed dignessed at the A. M. today to take cargo far the Brancheso. The Norweglan steamer Torry, in to be depicted at the A. M. today to take cargo far the Great Steamship corporation, and which is loading creal cargo for the lower end of the tract, and she will be towed to Kelso Tuceday. The lower end of the tract, and she will contract undertaken by M. Barde & of the week and complete her cargo at the Standard Oil company's local stable at 10 A. M. today to take cargo far the lower end of the tract, and she will be towed to Kelso Tuceday. The lower end of the tract, and she will be standard Oil company's local stable at 10 A. M. today with a cargo of gasqline and fuel lower end of the tract, and she will be an active for San the standard Oil company's local stable. The motorship Rullaren, due septembre and will be handled there and, while the port may lead to be done in the standard of the cargo in the face of the Peninsula San Francisco.

**The MELENS. Sept. 9.—Passed at 1:14 San Diego. The M. Lindber company's local stable standard. The standard of the st of the British steamer Weish Prince from the Columbia river, off Altona. The hull was shifted into a slip at Supple's dock, where considerable caulking is to be done in seams above the light load line.

A second hull is to be withdrawn from the former government fleet, which today is owned by the Barde interests, and they will be used interests, and they will be used and complete her cargo at the British steamer Weish Prince from the former government fleet, which today is owned by the Barde interests, and they will be used and complete her cargo at the first the Antical and New York, 7 and 10,000,000 to 12,000,000 curbic yards of material will be handled there and, while the port may be a first proceeding to find the service of the General Science, it is declared private dredging equipment in the district will be required to expedite the job.

Clayton R. Jones, of the stevedoring from Washington and New York. At New York be inspected bulk wheat facilities and other cargo-handling equipment.

The lines Rear Clayton and Science and complete her cargo at the plant of the port may be yards of material will be handled there and, while the port may be view of redges engaged at the scene, it is declared private dredging equipment in the district will be requipment in the district will be need to

A sheering gear that formerly did service at the main plant of the Pacific Marine Iron Works is to be mounted on one of the barges for lifting salvaged parts. The steamer Olympian is under lease as for lifting salvaged parts. The steamer Olympian is under lease as part of the floating plant for the NORTH HEAD, Sept. 9.—Condition of salvage operations.

CONFERENCE PERSONNEL UP

San Francisco Understood to Want Another Delegate.

Portland operators of oriental services are awaiting receipt of a com-munication from San Francisco op-erators dealing with developments in the reformation of the trans-Pacific conference and, though the text of the letter has not been given out, it is assumed to deal with th organization of a rate committee.

It has been intimated here tha San Francisco operators are not sat isfled with a single representative on the committee if there is one on the committee if there is one each from British Columbia, Puget sound and the Columbia river, tak-ing the stand that there should be two from San Francisco, though other ports have only one member. Portlanders are not keen for according one port more strength than

HELP OF PORT IS OFFERED

Assistance in Pumping Schooner

Portland field, arrived late last light aboard the steamer Lyman Stewart of the Union Oil company's ine. She will begin discharging .000 barrels of the liquid fuel there

of \$5,000 barrels and while orig-inally built by the railroad corpora-tion was under lease to the commis-sion of public docks. Control was relinquished when the plan was an nounced of burning oil in the loco-

the steam rig aboard the Park, corps of engineers, U. S. A., in charge of the Second Portland One The same character of power has district, the channel from Portland to the sea was never in better condiapproved for an exclusive to the sea was never in better condifeet. Three dredges are engaged on the Crown-Willamette Paper the lower Columbia in connection pany can berth there and the fi with maintenance operations.

terminal No. 4 about 5 o'clock yesterday.

The French line steamer Alaska, carrying jumber, canned goods and miscellaneous freight for Bordeaux, Havre, Antwerp and Hamburg, salls early this morning from the Harvey dock, going by way of Puget sound.

The Isthmian line steamer Steel Worker, sailing in the New York and Baltimore service, arrived last night at terminal No. 1; also the steamer Minnesotan of the American-Hawalian line, which has considerable inbound shipments and will load for the east coast. The two vessels were assigned berths in the slip at the terminal.

The tank steamer Col. E. L. Drake.

at daylight yesterday, was detained until early afternoon because of slow dis-charge of oil. The schooner Defiance arrived down

at Astoria yesterday afternoon with lum-ber and similar cargo, loaded at St. Hel-

Employes of the customs house and other federal departments enjoyed their last half holiday for the summer period yesterday. Until June, 1928, the various departments are to be open to the public each Saturday afternoon.

NORTH HEAD, Sept. 9.—Condition of the sea at 5 P. M., smooth; wind north,

	Tort Calendar.							
3	To Arrive at Portland.							
	Vessel- From Date							
	WapamaSan Fran Sept.							
	Rose City San Fran Sent							
	Senator Sas Diego. Sept Wahkeens San Fran Sept. Regulus West coast Sept.							
7	Wahkeens San Fran Sept.							
=	Regulus							
ġ.	Hobt, Luckenbach New York Sent							
2	MeridenSo. America Sept.							
8.	Admiral Farragut San Diego Sept.							
	Adm. Goodrich San Fran Sept.							
2	Kristlaniafjord Europe, Sept.							
B	Baja California Cen. Amer Sept.							
	KinderdykEurope Sept.							
٠	NevadaBordeauxSept.							
ĕ	NevadaBordeauxSept. WilhidoNew YorkSept. TexanNew YorkSept.							
5	TOTAL COMMENT COLL. Sept.							

ArakanBataviaSept. 25 BullarenAust.Sept. 27 To Depart From Portland.

Vessels in Port, land in pumping the steam schooner
H. B. Lovejoy free of water so she
might be floated from a shoal off
near Reinier, where she lies with a
marked list after having dumped a
topheavy deckload of lumber Friday
afternoon, was offered yesterday. It
was arranged to send the steamer
Wenonah alongside if her services
were deemed required.

Reports from the scene were that
the vessel, after losing the deckload,
listed so that her engineroom was
filled. Men on vessels passing yesterday said half the side of her
house was submerged because of the
list. The steamer is sailing in the
Charles Nelson company's service
and was to have gotten away Thursday night for San Pedro, but it was
decided to take more lumber on
deck. On getting under way Friday
afternoon she proceeded only a short

Trans-Pacific Mail.

dek. On setting under way Friday afternoon she proceeded only a short distance when the list developed sufficiently to dislode the deck cargo.

O.-W. R. & N. RECEIVES OH.

First Shipment of Liquid Fuel

Arrives for Locomotives.

First of the fuel oil delivered at the O.-W. R & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer Veniura, from \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer \$20, v. W. R. & N. tank at terminal No. 1, september 10, per steamer \$20, v. W. R. & N. tank at terminal \$20, v. W. R. & N. tank at terminal No. 1, september 10, september 10,

SHIFTED UPSTREAM

Work Will Be Done Above Big Hawthorne Bridge.

CHANNEL NOT ADEQUATE

tended its dredging campaign to take in the section above the Hawthorne bridge and between the Hawthorne and Morrison-street cross

One of the important parts of the programme has to do with Supple's dock at the foot of Belmont street, to the Columbia river, and in order to have a first-hand demonstration of the working of a Diesel engine of the type considered, under full trial conditions, James H. Polhemus, manager of the Port of Portland, manager of the Port of Portland, with James F. Healy, master means of which river boats handling means of the Port of Portland, with James F. Healy, master means of which river boats handling paper from the Oregon City plant of the Crown-Willamette Paper company of the Port of Portland, where she is under charter to load probable, left last night for Seattle.

The Stage of the arrival of a section and daughter in the Campion house-hold, while more congratulations the tension day because of the arrival of a section of daughter in the Campion house-hold, while more congratulations were sent Mrs. Campion.

The Japanese steamer Victoria Maru by the free to be 4.2 paper from the Oregon City plant of the Crown-Willamette Paper company of the probably go to sea tomorrow.

After discharging fuel oil in Portland dition to the covered acction and dition to the covered acction and the installation of an elevator, by means of which river boats handling paper from the Oregon City plant of the trial conditions, James H. Polhemus, showed the stage here to be 4.2 feet. Three dredges are engaged on the trial conditions, James H. Polhemus, showed the stage here to be 4.2 feet. Three dredges are engaged on the trial conditions and daughter in the Campion house-hold, while more congratulations the trial conditions, James H. Polhemus, showed the stage of the arrival of a secondary way in the construction of a 100-foot addition to the covered acction and dition to the covered acction and the installation of an elevator, by the trial conditions, James H. Polhemus, showed the stage of the arrival of a secondary way in the construction of a 100-foot addition to the covered acction and the installation of an elevator, by the trial conditions, James H. Polhemus, and the foot of the construction of a 100-foot addition to the covered pany can berth there and the freight be moved to the upper level with

the elevator gear. Depths Are Inadequate, The steamer Eastern Sailor, returning from the orient and Manila with general cargo in the service of the Columbia Pacific Shipping company, left Yokohama Friday, says a message to her operators. The steamer West Kader, of the same line, is scheduled to get away from Manila tomorrow. The Montague, leading here, and which went from Inman-Poulsen's to the Southern Pacific siding yesterday, is to be dispatched for the other side Priday.

The Japanese steamer Tasmania Manu. Depths in the vicinity of the dock It will extend from deep water toward the west side and near the Hawthorne-avenue bridge diagonally to the dock, with a sufficient space for swinging ships off the dock so they may enter either slip. As provision was not made for de-

> vicinity, General Manager Polhemus of the Port of Portland decided to pump it to a point above the Haw-thorne-avenue bridge and deposit it, removing it when the channel is finished and distributing it ashore. The channel is to be 26 feet deep at low water, with a width of 300 feet. It is estimated three weeks

> undertaking. About a month's work remains above the Hawthorne-avenue bridge. The dredge Willamette finished a cut and fill yesterday at the Inman-Poulsen mill property, where a new cargo dock was constructed recently, and she is to work as well in the channel to the upper mills. A new electric "booster," which is to be connected with the discharge electric of 20 inch dredges to inpipeline of 30-inch dredges to increase the distance material may be pumped, will be thoroughly tried out

there, power being furnished from one of the stations above the bridge. The dredge Tualatin has been selected to start a big fill at Kelso in

tion of the Chinese steamer Bermuda, a 12,000-ton carrier that A. M.
Gillespie, Inc., yesterday announced
as due for late October loading to
Japanese ports, Shanghal and Hongkong. The vessel has accommodations for 500 steerage passengers, and Japanese ports, Shanghai and Hong-kong. The vessel has accommoda-tions for 500 steerage passengers, and

it is hoped to have most of them filled by home-going Celestials when she departs from this city. Captain W. P. Ireland is master of the vessel, and though considerable cereal cargo is being booked for her, she is going on berth for general freight also. Besides Captain Ireland there are British offi-cers abroad, while the crew is made up of Chinese and Hindoes. H. M. H. Nemazee of Shanghai is the owner of the ship, which is to come here from New York via Cuba. G. R. Theiring, Portland manager

for the Gillespie interests, said yes-terday that while the owner of the Bermuda had other ships, it was not intended to place more than the Berumda on berth here and for the single voyage. A. W. Kinney, traf-fic manager for A. M. Gillespie, was in the city yesterday on his way from the Seattle headquarters to San Francisco. Mr. Theiring was in Seattle during the week when the assignment of the Chinese steamer for Portland loading was arranged

FERRIES HAVE BIG TRADE

Long-Bell Company's Boats Take 1250 Cars in One Day.

KELSO, Wash., Sept. 9.—(Special.)—The Long-Bell Ferry com-

plan to continue use of the Long-Bell route, even after the paving is completed from Kalama south, as they save 10 miles of rough road from Kelso to Kalama via the Kelso to Kalama via the Long-

ANOTHER WHEAT SHIP HERE

Victoria Maru Arrives to Load

Grain for United Kingdom. Coming from Muroran to join the columbia river grain fleet loading for the United Kingdom market, the Japanese steamer Victoria Maru re-ported at Astoria yesterday. The ressel was listed for fumigation and it is planned to start her for Port-land today. She loads in the interest of the Northern Grain & Ware-

water, with a width of 300 t is estimated three weeks required for that channel king.

a month's work remains

SAN FRANCISCO, Sept. 9.—Arrived at 1 A. M., steamer Lena Luckenbach, from Portland for New York and way ports. Salled at noon, steamer Rose City, for Portland.

SAN PEDRO, Sept. 9.—Arrived, steam-er Pielades, from Portland for New Or-leans. Arrived, steamer Henry S. Grove, from Portland and Puget sound for New York and way ports.

HULL, Sept. 6.—Arrived, Danish mo-torship Annam, from Portland,

The dredge Portland is continuing channel maintenance on the east side of Swan island below the plant of the Portland Flouring Mills company, and the dredge Columbia is operating in the main channel at Linnton oposite the Clark & Wilson Lumber company's mill.

CHNESE CRAFT BOOKED

CAMP TRANCISCO, at 4 2 A. M.; Las Brea, from San Francisco, at 104 A. M.; Harvard, from San Francisco, at 106 A. M.; Rappade Control of the Munson Steamship Ine Trancisco, at 106 A. M.; The Francisco, at 106 A. M.; The Franc

GIBRALTAR, Sept. 8.—Arrived, Arab-liner, from New York.

GIBRALTAR, Sept. 8.—Salied, Cretic, for Boston and New York.

NEW YORK, Sept. 2.—Sailed, La Savoje, for Hawre; Cameronia, for Glasgow; Orbita, for Hamburg; Finland, for Antwerp; Rugla, for Hamburg; Saxonia, for Hamburg; Homeric, for Southampton; President Arthur, for Bremen; President Roosevelt for Bremen.

SYDNEY, N. S. W., Sept. 7.—Sailed, Maunganul, for San Francisco, September S; Vinita, for Seattle.

10:40 Å. M.; Abner Coburn, from Bristol Bay, 9 Å. M.; George Curtis, from Lock-anok, 5:40 Å. M.; Derothy Alexander, from Tacoma, 1:30 Å. M.

Departed: Dorothy Alexander, for San Diego, midnight; Horace X. Baxter, for San Pedro, 3:45 P. M.; Cooloha, for Tacoma, 3:40 P. M.; Ragulus, for Valparaiso, 2:30 P. M.; Steel Scientist, for New York, 4 P. M.; San Jusa, for Port Angeles, 8 Å. M.; Admiral Watson, for Alasks, 11:10 Å. M.; Jacob Luckenbach, for Tacoma, 5 Å. M.; Manila Maru, for Tacoma, 5 Å. M.;

KETCHIKA, Sept. 9.—Salled, Princes Alice, southbound, 7:30 A. M.

VICTORIA, Sept. 9.—Arrived: Bene-factor, from Glasgow, 1:10 P. M. BELLINGHAM, Sept. 9.—Departed: Mary E. Foster, for Honolulu, 10:33 A. M.; Northland, for Roche Harber and San Francisco, 11:15 A. M.

Movements of Vessels.

PORTIAND, Sept. 9.—Arrived at 3:15
P. M., Japanese steamer Yoshida Maru
No. 1, from Kobe. Arrived, ship Chillicothe, from Nushagak. Sailed at 4
A. M., schooner Defiance, from St. Heiens for Honolulu. Sailed at 11 A. M., steamer Col. E. L. Drake, for San
Francisco. Sailed, steamer Georgina
Rolph, for San Francisco, 11 P. M.
Sailed at 5 P. M., Japanese steamer Tasimania Maru, for orient; steamer Williamette, from St. Helens for San Francisco; steamer Daisy Putnam, for San
Pedro, Arrived at 11:55 P. M., steamer
Steel Worker, from New York; steamer
Steel Worker, from New York; steamer
Minnesotan, from Bosten and New York.

ASTORIA, Sept. 9.—Sailed at 8 last
Inght, steamer Julia Luckenbach, from
Nushagak. Left up at 5 A. M., Japanese steamer Yoshida Maru No. 1
Sailed at 2 A. M., steamer Anniston
City, for London and way ports. Arrived at 11:50 A. M. and left up at 1:30
P. M., steamer Steel Worker, from New
York Arrived at 12:15 P. M., Japanese steamer Victoria Maru, from Muroran, Left up at 1:30 P. M., ship Chillicothe, from New York
San Francisco.

San Francisco.

Salled at 3 o'clock this morning for Portland.

TACOMA, Wash., Sept. 8.—The Luckenbach family in steamship lines was
fairly well represented at Tacoma freight.
It was expected that Julia of this name
would be along late Saturday night or
Sunday on a similar queet. Edward was
being accommodated at the St. Paul mills
after taiding on freight in Portland
at 2.15 to day from Kobe land, where she is under charter to load
grain.

After taiding on freight in Portland
the steamer Anniston.

With freight from Portland and Astoria, the steamer Julia Luckenbach,
salled at 8:30 last night from New York.

ASTORIA, Sept. 9.—Sailed at 8 last
inght, steamer Julia Luckenbach,
schemer Julia Luckenbach
at 10 last night, ship Chillicothe, from
New York and the Julia of this name
would be along late Saturday night or
Sunday on a similar queet. Edward was
being accommodated at the St. Paul mills
after taiding on freight in the steamer Anniston.

COOS BAY, Or., Sept. 9.—(Special.)—
The United States destroyer Chase has been working off the coast today calibrating with the compass station.
The gasoline schooner Osprey sailed with freight for Rogue river points this afternoon at 12:30.

Lieutenant James M. Lewis, from the Puget Sound navy-yard, will inspect the government reserve at the Arago lighthouse next Monday with a view to finding if it is adapted for a site for a compass station. This would indicate that

pass station. This would indicate it a station as now planned at a point the lower bay is not satisfactory. GRAYS HARBOR, Sept. 9.—(Spe —The steamer Santa Malta arrived San Francisco at 2 P. M. today to a big lumbèr cargo at Harbor mills. ship docked at the Grays Harbor I Hoquiam, for the first portion of

VANCOUVER, B. C., Sept. 9.—The owners of the steamer Clan MacVicar have decided that there is no necessity to drydock the ship here for repairs of the slight damage she suffered to her blige keel when she touched at the sugar refinery dock. The ship is to sail Tuesday for Pertland to load for Australia. The Japanese freight Kaisho Maru is delayed in sailing over the week end because of slow delivery of logs and lumber.

Pacific coast ports.

SAN PEDRO, Cal., Sept. 9.—The shipboard freighter Henry S. Groves, under operation by the Pacific Steamship company, arrived here today from northern ports to load freight for cast coast delivery. The freighter picked up several hundred tons of general freight and continued on her voyage.

After discharging 2000 tons of miscellaneous cargo for her local agents, the United American line freighter Kentuckian sailed today for northern ports. She will return here in about three weeks to take on a capacity cargo for east coast ports.

A. M.; Santa Veronica, from New York.

11:30 A. M. Salled, Missourian, for London, 1:30 P. M.

RAYMOND, Wash, Sept. 9.—(Special.)

B. Salled at 11:30 A. M., Caoba and Helene, for San Pedro.

SINGAPORE, Sept. 7.—Arrived, Bearport, from San Francisco.

YOKOHAMA. Sept. 7.—Arrived, Tyndaru, from Seattle.

MANILA, Sept. 8.—Arrived, Alabama Maru, from Seattle: Talthybius, from Seattle.

HONGKONG, Sept. 8.—Arrived, China, from San Francisco.

LIVERPOOL, Sept. 8.—Arrived, Gladiator, from San Francisco.

LIVERPOOL, Sept. 8.—Arrived, Nieuw Amsterdam, from Rotterdam; Paris, irom Havre; Europa, from Philadelphia; Aiden, from Liverpool; Conte Rossa, from Naples.

DANZIG, Sept. 5.—Arrived, Batavia, from New York.

GIBRALTAR, Sept. 8.—Arrived, Arabular of the President Grant arrived in New York at 2:48 P. M. last Saturday, while that brought by the Empress of Russia, which is the same day as the president Grant arrived in New York at 2:48 P. M. last Saturday, while that brought by the Empress of Russia, which is the same day as the president Grant arrived in New York at 2:48 P. M. last Saturday, while that brought by the Empress of Russia, which is the president Grant reaching here by the President Grant, reached New York at 5:30 P. M. Saturday. It is said that had Captain M. M. Jenson not ignored shipping board rules in glving an order to speed up the President Grant the silk brought in the American versel would nave reached New York 29 to 24 hours in the American versel would nave reached New York 29 to 24 hours in the American versel would nave reached New York 29 to 24 hours in the American versel would nave reached New York 29 to 24 hours in the American versel would nave reached New York 29 to 24 hours in the Canadian line.

Ship Reports by Radio.

By the Radio Corneration of America. (The Radio Corporation of America, in co-operation with the United States public health service and the Seamen's Church institute, will receive requests for medical or surgical advice through its KPH San Francisco station without cost.

All positions reported at S.P. W. M. All positions reported at 8 P. M. yes terday unless otherwise indicated. PEDRO CHRISTOPHERSON, Arica for

Shanghai, 1467 miles from San Fran isco, Sept 8.
HANNA NIELSEN, Oklahema for Se-ttle, 1880 miles from Cape Flattery. STEEL AGE, San Francisco for Hono-ilu, 1549 miles from San Francisco, Sep-

winder 8. YORK CITY, Colon for San Francisco, atitude 34:18 north, longitude 124:52

Pedro, 60 miles from San Pedro. EDNA CHRISTENSEN, San Francisco or Columbia river, 30 miles from Coimbia river. A. L. KENT, San Pedro for San Fran

and, 94 miles from San Francisco. SANTA MALTA, San Francisco for Serancisco, 258 miles northwest of Point

Francisco, 256 miles northwest of Point Reyes.

J. A. MOFFETT, Portland for San Pedro, 25 miles from San Pedro, W. S. RHEEM, San Pedro for Rich-mond, 27 miles from Richmond. RICHMOND, San Pedro for Seattle, 575 miles from Seattle, BABINDA, Portland for San Francisco, 186 miles from San Francisco, EL SEGUNDO, Richmond for Point Wells, 275 miles from Richmond. LAS VEGAS, Vancouver for San Fran-cisco, 250 miles from San Francisco, ADMIRAL PARRAGUT, San Francisco for Wilmington, 60 miles from San Fran-cisco.

at noon.
COERUN, Kaanspall for San Francisco, 980 miles from San Francisco.

lies south of Cape Flattery. AVALON, Grays Harber for San Franico, 48 miles south of Grays Harbor. LYMAN STEWART, Oleum for Port-

miles from Tacoma. STEEL EXPORTER, Honolulu for ort Townsend, 90 miles CHATTANOGGA CITY, Astoria for San FOREST KING, San Pedro for Seattle, O miles from Seattle. QUINAULT, San Francisco for Seattle,

By Federal Telegraph Company.

prember 8, PRESIDENT JEFFERSON, Yokehama r Seattle, 1894 miles west of Seattle,

and Frances Megilore, 19, 142 East Sty-Lirst.

KENISON-SQUIRES—Harry R. Kenison, 32, Nampa, Idaho, and Blanche Squires, 26, Hotel Eaton.

BEEK-CAPEN—Donald H. Beek, 28, 528 Belmont street, and Neille Capen, 24, 558 First street, GRUCHOW-PRICE—Grant A. Gruchow, 22, Salem, Or., and Helen S. Price, 19, 781 East Taylor street.

Marriage Licenses.

LAW IS HELD LAME

H. T. HARPER, Seattle for San Fran- UNIFORM STATUTE URGED

T. B. Handley to Prepare Amendments to Oregon's Present Legal Code.

As interpreted by Mr. Handley, based upon a report prepared by A. G. Davis of the Illinois securities department, all sales of securities under the Dennison law which are declared to be unlawful shall be void at the election of the purchaser. Such a sale night have been made to be absolutely void without qualification, but such provision is fraught with serious danger, in that it might effect the liftle to property in the hands of innocent purchasers. Then there is no undue burden on the purchaser should be find himself defrauded to elect to exercise his rights under the law. The cise his rights under the law. The number bill declares with particularity Dennison bill declares with particularity what persons shall be liable to such purchaser and leaves no loophole for subterfuge or shirking of liability. The Dennison bill according to Mr. Handley, is the result of careful and persistent thought and is an evolution of the original idea. It is the result of a sincere desire of all parties having to do with its formulation to accomplish the good purpose without placing any unnecessary restriction on the sale of legitimate securities. It is an earnest effort to balance the two principles.

| Description of the sale of legitimate securities for the sale of legitimate securities. It is an earnest effort to balance the two principles.

States Are Helpless. "The Dennison bill," Mr. Handley said is the one thing lacking toward afford me effective measure for calling to a sait the purveyors of fictitious and fraudient securities. Without it states are elploss to protect their citizens agains his evil, more general in extent and more vegetage in cost than the stick up may ensive in cost than the stick-up man

ad the yegg.
"If enacted into a law it will be an if enacted into a impression of fraudied factor to the suppression of funds for a to the preservation of funds for a to the preservation. It will be the foundation stone around which may be built uniformity of state laws and establish confidence in our industries. It will do away with the unfair competition between the true and the faire, the fact and the fictitious, the genuine and the counterfeit, and will save the widow's dowry for the income intended and preserve the savings account of those who labored for it. It will make every state line a dead line for blue-sky salesmen." Transactions by Mail.

Sells at \$11 Off Cars-Tone of Market Steady.

Five loads of lambs from east of the mountains, aggregating 593 head, comprised the total receipts of the stock-yards yesterday. These lambs were sold at \$11 off cars. The sales in detail were: fifth street.

FITTERNER-PETERS—Paul D. Pitterner, 21, 712 Mississippi avenua, and
Exa Peters, 18, 929 East Fiftsenth street

Net Pos.

Wt. Pos.

Wt. Pos.

Wt. Pos.

11,00 117 lambs...76 11,00 127 lambs...77 11,00 137 lambs...77 11,00 137 lambs...77 11,00 137 lambs...78 11,00 137

Bulls
Choice feeders
Fair to good feeders.
Choice dairy calves
Prime light calves.
Medium to light calves. 4.00@ 5.00 9.50@ 10.00 9.00@ 9.50 8.00@ 9.00 6.00@ 7.00 4.00@ 6.50 Hogs-Prime light Smooth heavy, 200@300 lbs. Smooth heavy, 300 lbs up. Rough heavy
Fat pigs
Feeder pigs Feeder pigs 9.76@10.00
Stags, subject to dockage 5.00@ 7.00
Sheep—East-of-mountain lambs 10.00@11.00
Choice valley lambs 9.50@10.50
Medium valley lambs 8.00@2.00
Common valley lambs 6.00@2.00 ull lambs Heavy yearlings Light wethers Heavy wethers Receipts and shipments at land Union stockyards in Au for the year to date compars Receipts—

Radiroads Cattle Calves Hogs Sheep.
O-WR&N (e) 6,823 782 10,754 7,068
do (north). 52
So Pac . 812 155 1,023 5,228
S P & S 1,404 139 556 6,909
No Pac . 280 118 140 1
Ore Elec . 73 57 22 1,946
Boats . 232 25 36 293
Driven in . 302 60 2,258 1,697

riven out. 3,370 486 8,158 3,588 8.068 17,366 Total 7,815 682 Vashington .. 5.440 82 263 118 70

Kansas City Livestock Market.

Hogs-Receipts, 1500; ac ers and shippers, 10@25c

Omaha Livestock Market. Omaha Livestock Market.

OMAHA, Neb. Sopt. 9.—(U. & Department of Agriculture.) Hogs—Receipts, 4000; packers, fully steady with yeaterday's average; bulk, 2009,200. pound hutchers. \$6.00 g. 50.0 bulk pack-ling grades. \$6.50 g. 7.00; top. \$9.00.

Cattle—Receipts, 1100; compared with week ago, best corn-fed beef steers, about steady. others, weak to 400 lower.

Senttle Livestock Market. SEATTLE. Sept. 9.—Cattle and hogs steady, no receipts, prices unchanged.

From Abroad. The weekly grain review of Jordan, Wentworth & Co. of Portland follows:

DAILY METEOROLOGICAL REPORT.

THE WEATHER.

1 K 2 3 Wind.

0 0 0	STATIONS.	temperature	temperature	past 24 hours.	Velocity	3	Weather.
	Baker	40	745.4	3,00	1	NW	Lieur
ы	Bolss	46		0.00		NW	Clint
H	Boston	60	744	00_0	100	SW	
ü	Calgary	34		1,00		N 80	Pt. clouds
Я	Chicago	72		1.87		NE	Cloudy
П	Denver	46	744	1.00	163	NE	Clear
ü	Des Moines	600	723	. 20	100		Rain
я	Eureka	52	76.6	1.00	100	N	Clear
ĕ	Galveston	TH	200	-06	1.0	S10	Clouds
Н	Helena	50	65.0	00	1.0	W	in cloudy
d	Juneauf	4	152	W-2	63	100 K S	
и	Kan, City	687	28,1		3.2	N	Ctoudy
Я	L. Angeles	64		:00			Clear
н	Marshfild	34.6				NW	Clear
П	Medford	-5%		.00		26	Clear
Н	Minneap's	52	70.0				Cloudy
П	N. Orleans	78		.00			PL chaudy
ч	New York	66	70/0	0.0	10	6	Clouity
п	No. Head	52		.00		26	Clear
1	Phoenix		100 0			W	Clear:
н	Pocatello .		72 0	-00	32	N.	Cinar
ч	Portland	56	. NO 10	-00			Clear
ł	Roseburg	48		-00		NW	Clear
ı	Sacram'io	641	1020			NW	Clear
в	St. Louis	78	04 0			NW	Pt. cloudy Clear
4	Sait Lake	48	72 0	.00		W.	Clear
1	San Diego	64		-00		W	Clear
П	San Fran	52	70 0		100	N	Cienr
1	Seattle		56		4-4	24	Print.
1	Sitkat	30		-00	221	NE	Pi nioudy
ł	Spokane		20.0	00	200	50.00	Cinar
1		52	62 0	00	40	NE	Clear
1	Tatoosh Is	D.2	100			m.T. #F	
1	Waldest	88	82:0	100	7.1	N	Clear
ı	Wash'ton	72	82 0				Clear
1	Winnipeg	44	58)0	100	20	20	Pt. cloudy
1	Yakima	44	840	00	200	HVV	Clear
n Mi							rt of pre-

First Shipment of Liquid Fuel

today. A previous shipment of 25,000 barrels was delivered there by the Standard Oil company immediately following the determination of the O.-W. R. & N. interests to convert locomotives into oil burners because of the west strike develop-

ecause of the coal strike develop-The tank has a storage capacity

Chillicothe in Port.

Chillicothe in Port.

The American ship Chillicothe, sailing in the saimon fleet of the Also Taken Into Consideration in Study of Problems.

Taken Into Consideration in Study of Problems.

Substitution of Diesel engines for motive power in dredge tenders of the Port of Portland Ro. 1 that night. Both motive power in dredge tenders of the Port of Portland fleet in place of steam plants, with the idea of steam plants are the content of the Northern Grain & Warrenton and will the sations of the Matoria for a week, left up at mid-hagon from Notes Nielsen, also from the orien and at storia for a week, left up at mid-hagon from Notes Nielsen, also from the orien and at storia for a week, left up at mid-hagon from Notes Nielsen, also from the orien and at storia for a week, left up at mid-hagon from Notes Nielsen, also from the orien and at storia for a week, left up at mid-hagon from Notes Nielsen, also from the orien and at storia for a week, left up at mid-hagon from Notes Nielsen, also from the orien and at storia for a week, left up at mid-

Channel in Good Condition. In the opinion of Major Richard

' Marine Notes.

The Japanese steamer Tasmania Maru, aden with lumber and other cargo for fapanese ports, started for sea from erminal No. 4 about 5 o'clock yesterday.

epared for a new towboat a few | The tank steamer Col. E. L. Drake, onthe ago, the desire being to add due to have gotten away from Willbridge

Millard T. Hartsen, collector of cus-oms at Seattle, was in the city yester-lay. He called on Collector of Customs liper and spent some time at the Port-and office.

Port Calendar.					
Vensel— Wapamia Rose City Senator Wahkeena Regulus Hobt Luckenbs Meriden Admiral Farrag Adm. Goedrich Kristlaniafjord Baja Californis Kinderdyk Nevada	From Date San Fran Sept 10 San Fran Sept 11 San Fran Sept 11 San Diego Sept 11 San Fran Sept 12 West coast Sept 12 ch New York Sept 12 ch New York Sept 12 san Diego Sept 16 San Fran Sept 16 San Fran Sept 19 Europe Sept 18 Cen Amer Sept 19 Europe Sept 19 Europe Sept 19 Bordeaux Sept 20				
Wm. Campion.	New York. Sept 22				
A true II to se	EP or Company Line				

To Depart From Portland.

Vessel—For Date Alasks Bordeaux Sept. 10
Mexican Europe Sept. 11
Steel Worker New York Sept. 11
Steel Worker Sept. 11
Senator San Diego Sept. 13
Rose City San Fran Sept. 14
Montague Orient Sept. 15
Regulus West Coast Sept. 16
Meriden So. America Sept. 19
Adm. Farragut San Diego Sept. 20
Adm. Goodrich S.F. and way.Sept. 21
Kentuckian Europe Sept. 21
Willinito New York Sept. 25

Vessels in Port,

Trans-Pacific Mail.

Pacific Coast Shipping Notes.

while additional will be due tonight from California with a cargo of fuel ell and goes to Portland.

Harry F. Campion, whose responsibilities with the Port of Poltland embrace all purchases for the organization affoat and ashore, was the recipient of felicitations yester-day because of the arrival and dangers.

positing the dredged material in the

POINT REYES, Sopt. 9.—Passed at 10 A. M., steamer Thos. L. Wand, from Columbia river for San Francisco.

BERMUDA, Sept. 2.—Sailed, British steamer Mongolian Prince, from Portland for London. BALBOA, Sept. 8.—Salled, steamers Harry Luckenfisch and Alaskan, from New York and way ports for Portland.

GOTHENBURG, Sept. 7.—Sailed, Drott-lingholm, from New York. SOUTHAMPTON, Sept. 8.—Sailed, Kroonland, for New York.

west, September 5.

HYADES, San Pedro for Honolulu,
1986 miles from San Pedro, September 8.

JEPTHA, San Francisco for Valparaiso,
475 miles south of San Francisco.
TAHITI, San Francisco for Sydney,
469 miles from San Francisco for Sydney,
ADMIRAL SCHLEY, Seattle for San
Francisco, 443 miles south of Seattle,
SENATOR, San Francisco for Portland,
290 miles north of San Francisco
H. F. ALEXANDER, San Francisco
for Seattle, 55-miles north of San Francisco.

H. T. HARPER, Seattle for San Francisco, 118 miles from San Francisco.
SEA LION (tug), towing log raft, Asoria for San Diego, 70 miles south of Zape Blanco.
W. S. MILLER, San Pedro for Richmond, 207 miles from Richmond.
H. M. STOREY, Beaumont for San Pedro, 60 miles from San Pedro.
EDNA CHRISTENSEN, San Francisco. cisco, 105 miles south of San Francisco. ARGYLL, San Francisco for Santa Ro-zella, 79 miles south of San Francisco. ROSE CITY, San Francisco for Pert-

COL E. L. DRAKE, Wilbridge for El Segundo, off Astoria,
C. A. SMITH, Coos Bay for San Pedro,
54 miles south of Coos Bay,
SANTA RITA, San Francisco for Seattle. 403 miles north of San Francisco.
AVALON, Grays Harbor for San Francisco, 47 miles south of Grays Harbor.
STAR OF ITALY, Bristof bay for San
Francisco, 256 miles northwest of Point

cisco.

LA PLACENTIA, Martinez for San Pedro, 80 miles from San Pedro.

BARON POLWARTH, Portland for Colon, 190 miles from San Francisco.

STEEL MAKER, Kobe for Port Town-

NANKING, Hongkong for Sa leco, 782 miles from San Franc WEST JAPPA, San Francisco CHECO, 782 miles from San Francisco.
WEST JAPPA, San Francisco for Portand, 19 miles from San Francisco.
MISSOURIAN, San Francisco for San
Pedro, 50 miles south of San Francisco.
ROYAL ARROW, San Francisco for
San Pedro, 105 miles south of San San Pedra, 105 miles south of San Francisco.

BOORYALLA, San Francisco for Astoria, 365 miles from Astoria, MAUI, Honolulu for San Francisco, MAUI, Honolulu for San Francisco.

W. S. PORTER, Port Costa for Linnton, 453 miles from Port Costa for Portland, 55 miles south of Columbia river.

MAKAWELI, bound for Honolulu, 120 miles south of Cape Flattery. and, 110 miles from Portland, SAN DIEGO, Tacoma, for San Pedro,

4 miles north of San Francisco. ERNEST H. MYERS, Grays harbor for an Pedro, 290 miles south of MEIGS, Manila for Honolulu, 172 miles est of Honolulu, September 8, EMPRESS OF AUSTRALIA, Yokohama r Victoria, 1560 miles west of Victoria at midnight, September 8.
PRESIDENT JACKSON, Seattle for Yokohams, 2498 miles west of Seattle,

September 8.

PRESIDENT LINCOLN, Yokohama for San Francisco, 1925 miles west of San Francisco, 1925 miles west of San Prancisco, September 8.

WEST PROSPECT, San Pedro for Yokohama, 2610 miles west of San Pedro, September 8.

COALINGA, Honolulu for San Pedro, September 8.

PRESIDENT WILSON, San Francisco for Yokohama, 197 miles west of Hono-for Yokohama, 197 miles west of San Pedro, In order to evade the Oregon blue-sky law operators of questionable securities make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but transact much of their business through the make no attempt to obtain recognition of the local corporation department, but

DAILY CITY STATISTICS Marriage Licenses UGLESICH-GENTILICH—Pete Ugle-sich, 34, 375 North Elevonth street, and Mary Gentilich, 24, 375 East Sixth street. STEMLER - STRINGER — Herbert E. Stemler, 53, box 4204, Portland, and Elva Stringer, 41, 1079 East Twenty-

Vancouver Marriage Licenses. WISE-SMITH-Paul W. Wise, 28 of siem, Or., and Sibyl E. Smith, 23, of Saiem, Or., and Stoyl E. Smith, 25, of Vancouver SCHLITENHART-RECTOR — William Schlitenhart, 29, of Oregon City, Or., and Florence Rector, 21, of Hubbard, Or., GARLICK-SPALDING — Charies E. Garlick, 35, of Portland, and Louise Spalding, 38, of Portland, and Louise Spalding, 38, of Portland, and Beatrice Haverson, 28, of Portland, and Beatrice Haverson, 28, of Portland. later than that shipped by the Canadian of Portland.

WADESAL-YOUNG—Carl G. Wadessal, 22 of Salem, Or., and Luciis Young, 18 of Salem, Or., and Luciis Young, 18 of Salem, Or., and Florence Stoddard, 18 of Salem, Or., and Florence Stoddard, 18 of Salem, Owilliam R. Clark, 65, of Oregon City, Or., and Mrs. Cora, B. Washburn, 56, of Oregon City, Or. JENSEN-SLYTER—Sylvan L. Jensen, 2, of Camus, Wash, and Hazel Slyter, of Camus, Wash, GUHLD-SMITH—Monte W. Guild, 23, Portland, and Mrs. Mary M. Smith, of Portland. of Portland. KRESS-POFF-Boves William Kress. of Portland, and Mrs. Eva May Poff. of Portland. DIX-MORSE-Colin C. Dix. 50, of BufIncrease ... 2,735 575 5,982 722 Consumed in No. Portland district ... 3,205 703 6,864 5,785 Total disposi-drs. to entry., Jan. 1 to date., 3,869 117 10,797 .5,989 olorado

Total 9,548 1,266 14,778 23,226 Chicago Livestock Market.

Chicago Livestock Market.

CHICAGO, Sept. 2.—(U. S. Departmen of Agriculture.)—Castile—Receipts, 1500 are with the source of the so-called Dennisor blue-sign with the source of the so-called Dennisor blue-sign at the present intermed. States sensite, will go a long way for consideration in the source of the so Chicago Livestock Market.

Ransas City Livestock Market.

RANSAS CITY, Sopt. 9.—(U. S. Department of Agriculture.)—Cattle Beceipts, 2500; for weak, beef stars mostly 10#25c lower; top. \$10.65; bulls, fat cows and fed helfers, strong to 25c higher; grass heifers, 25250c higher; cutters, steady to strong; canners, 10 #15c lower; vealers, steady; heavy and medium weight calves, weak to 50c lower.

week ago, best corn-fed beef steers, about steady; others, weak to 400 lower week's top, \$10.75; she-stock, about steady; bulls, 15@25c higher; best light yeals, 25@35c higher; others, weak; packers and feeders, mostly steady, Sheep-Hereipts, \$60; compared with week ago, ismin and yearlings, steady; sheep, 50c lower; feeding lambs, 10@15c higher; feeding and breeding sheep, 50c lower.

EUROPEAN WHEAT DEMAND LIGHT

WEST PROSPECT. San Pedro for the local corporation department, but transact much of their business through the west of San Pedro. Soptembor S.

COALINGA, Honolulu for San Pedro. September S.
PRESIDENT WILSON, San Prancingo for Vokohama, 2610 miles west of San Pedro. September S.
PRESIDENT WILSON, San Prancingo for Vokohama, 207 miles west of Konina. 107 miles west of Honolulu, September S.
PRINK H. BUCK, Port Costa for Gaviota. William of the september S.
PRINK H. BUCK, Port Costa for Gaviota. William of the september S.
HARTWOOD, San Pedro, at necent that the Oregon blue-sky law had not met the requirements for which it was intended and that he would recommend various amendments at the next session of the legislature. He new high it was intended and to lighten the blue-session of the legislature. He new preparing these amendments which it was intended and to lighten the blue-session of the legislature. He new preparing these amendments which it was intended and to lighten the blue-session of the legislature. He new preparing these amendments which it was intended and that he would recommend various amendments which it was intended and to lighten the blue-session of the legislature. He new preparing these amendments which it was intended and that the would recommend various amendments which it was intended and to lighten the blue-session of the legislature. He new had not never the falling of prices has not here popular to the seals of the light had been restricted to shipping interests. The milling end of the seals of the light had been restricted to shipping interests. The milling end of the light had been restricted to shipping interests. The milling end of the light had been restricted to shipping interests. The milling end of the light had been restricted to shipping interests. The milling end of the light had been restricted to shipping interests. The milling end of the light had been restricted to shipping had not met the requirements for which had been restricted to shipping had been restricted to shipp

PORTLAND. Sept. 2.—Maximum temperature, 89 degrees; minimum. 56 degrees. Etiver reading, 8 A. M. 4.2 feet; change in last 24 hours. 0.4 feat. Total rainfall (5 P. M. to 5 P. M.) mone; total rainfall since September 1, 1923, 0.96 inch; normal rainfall since September 1, 1922 0.30 inch. Burries September 1, 1922 0.30 inch. Burries 5:42 A. M.; sunset, 6:35 P. M.; total sunshine, 12 hours 53 minutes, possible sunshine, 12 hours 53 minutes. Monaries. S:41 P. M. September 10; monaget, 6:54 P. M., September 10; Degrees, 6:40 P. M., 50 per cent. THE WEATHER.

Portland and vicinity-Sunday, ist